

## TRANSIT MEN SEEK FUNDS FROM COURT

Order Directs Board of Estimate to Explain Refusal to Appropriate \$1,434,000.

EMPLOYEES ALSO ACT Writ Sought to Compel Comptroller to Honor Commission's Payroll.

Presiding Justice Clarke of the Appellate Division of the Supreme Court granted yesterday to the Transit Commission two orders directing Mayor Hylan, Comptroller Craig and other members of the Board of Estimate to show cause next Friday why orders should not be issued directing the Board of Estimate to appropriate money which the Transit Commission has requested for its payrolls and other current expenses.

Two weeks ago the Transit Commission asked the board for an appropriation of \$400,000, representing the unexpended balance of the former Transit Construction Commission for the first six months of this year, to run the new commission until July 1, and \$1,034,000, a sum equal to the appropriation for the first six months to the Transit Construction Commission, to run the Transit Commission for the last six months of this year. The Board of Estimate has failed to act upon those requests, though two meetings have been held since the applications were filed.

The petition filed by Frank Bennett, supervising transit inspector of the commission, with the Supreme Court for a writ of mandamus to compel the Comptroller to honor the commission's payroll to the extent of paying his salary since the middle of April is to be heard to-day before Justice Whit-

ker. This action will affect several hundred employees of the Transit Commission whose salaries have been held up by the Comptroller, but is distinct from the actions brought yesterday.

Louis C. White, counsel to the Transit Commission and previously to the Transit Construction Commission, has resigned to become the associate of Lamar Hardy, Corporation Counsel under Mayor Mitchell, with offices at 129 Broadway. The commission expressed its regret and stated that Mr. White probably would be retained upon occasions as special counsel. Howard Thayer Kingsbury, a member of the law firm of Couderc Brothers, 2 Rector street, has been selected to succeed Mr. White. Mr. Kingsbury acted as special assistant to the United States Attorney-General in the litigation against the anthracite coal companies in 1913 and 1914, and is now Judge Advocate of the National Guard, with rank of Lieutenant-Colonel.

The commission announced an order extending the maturity date of \$15,000,000 in receiver's certificates issued by Lindley M. Garrison, receiver of the New York Municipal Railway Corporation and the New York Consolidated Railroad Company, from August 1, 1921, to February 1, 1922. The order also permitted the issuance of \$3,000,000 additional in receiver's certificates, maturing February 1, 1922.

## TRY MORGAN BELMONT FRIDAY FOR TAXI ROW

Financier's Son Silent on Driver's Assault Charge.

Morgan Belmont of Westbury, L. I., son of August Belmont, was arraigned yesterday before Justice of the Peace Arthur W. Jones at Port Washington, charged with assaulting George A. Petersen, a taxi driver, on Sunday. Belmont pleaded not guilty and his trial was set for next Friday morning.

Charles C. McCarthy, attorney for Petersen, said that Belmont summoned his client early Sunday and asked to be driven, with two women, to his home at Westbury. Petersen, at the end of the ride, wanted \$12, which Belmont declined to pay. Finally Belmont asked Petersen to wait while he went into the house. He returned with \$5, according to McCarthy, and when the driver insisted on the \$12, struck him in the face.

Mr. Belmont declined to give any information concerning the matter.

## TUNNEL COMMISSION UNITED ON TERMINAL

New York Proposal to Settle Jersey City Exit Finally Adopted.

The New York and New Jersey Tunnel Commission tentatively agreed yesterday upon a plan for the approaches of the Jersey City end of the proposed vehicular tunnels, which, it was stated, holds every prospect of ending the controversy between the two bodies and allowing work on the tunnels to start within six weeks.

The new plan, which was worked out and presented to the commissions by a committee from each and from the Erie Railroad, abandons the former plan of placing the entrance of one tube at Fourteenth street, Jersey City, and the entrance to the other at Twelfth street. Instead, it is proposed now to have both tunnels—one carrying traffic to New York and the other carrying traffic to New Jersey—open into Twelfth street. That thoroughfare, now a thirty-foot street, would be widened into a plaza 210 feet wide at the tunnel entrances, between Provoost and Henderson streets, tapering to a 160-foot street between Henderson and Grove streets and a 125-foot street for the two blocks between Grove street and Jersey avenue, at which point it would connect with the viaduct leading over the Erie Railroad tracks.

That arrangement would do away with the proposal of the New Jersey commission that both Twelfth and Fourteenth streets be widened at interstate expense and would shorten the tube formerly intended to be opened at Fourteenth street by more than 100 feet. That is the proposal to which the New York commission objected.

The new plan is expected to reduce the expense of the tunnels and approaches by nearly \$500,000. The committee was granted another week for conferences with the Erie Railroad and Jersey City authorities to arrive at definite plans and figures for final approval of the commissions.

IT IS very gratifying to me that so many people have faith in what I tell them about institutions and individuals in the advertisements I sign.

THOUSANDS OF PEOPLE have already shown their interest in this series of articles about Miami, which is the center of the fastest growth and the greatest prosperity in Florida; and about the Montray Corporation, which makes exceptionally liberal terms to people who wish to buy acreage or plots or lots in the Miami zone, either for investment purposes or for homes.

A great many people have called at the New York offices of the Montray Corporation, 501 Fifth Avenue, corner 42d Street, where they have been located since the opening of the Astor Trust Building—Mr. Dumont, president of the corporation, having been invited to become one of the first tenants.

Those who called have admired the wonderful painting (15 ft. long and 4 1/2 ft. high) which is on exhibition in the reception room, and accurately portrays the Miami zone; they have heard the fifteen minute lecture delivered daily, which unfolds facts about "THE MAGIC CITY BEAUTIFUL" and its suburbs; they have visited the "Florida Room," where Miami products are shown; and MANY HAVE MADE PURCHASES on a payment plan which all say is convenient, liberal and fair.

Great numbers have written for further particulars and are asking for invitation cards that will permit them to attend the daily lecture. Those asking for further particulars are having mailed to them copy of a booklet issued by the Miami Chamber of Commerce, of which the Montray Corporation is a member.

PURCHASES ARE MADE ABSOLUTELY ON FAITH IN THE ACCURACY OF THE STATEMENTS MADE IN THESE ARTICLES, WHICH ARE BACKED UP 100 PER CENT. BY EARLE ROYCE DUMONT, PRESIDENT OF THE MONTRAY CORPORATION, AND HIS ASSOCIATES.

As a matter of fact, I think the Montray Corporation is backing up what I am telling you more than 100 per cent., and for this reason:

Those who reserve acreage or plots or lots in the Miami zone here in New York without seeing the properties except as their location is shown on the Miami painting and recorded blue-prints, are told that they may go to Miami at the expense of the Montray Corporation and then, if they are not wholly pleased with the location of their reservations, they may exchange them dollar for dollar for other properties in the Miami zone; and if it should happen that they prefer not to own any property in Miami, then the Montray Corporation will exchange their Miami reservation dollar for dollar for any of the many properties owned by the corporation in the metropolitan district.

This is what I call putting the cards on the table face up and playing fair and square with customers—don't you?

On Tuesday, May 24, while in the New York offices of the Montray Corporation, Mr. Dumont, the president, told me that several old customers who had profited on realty purchases made through the corporation in other sections of the country had telephoned asking to be put down on the list as purchasers of property in the Miami zone, saying they were perfectly willing to leave the matter of selection entirely to the judgment of himself and associates.

To my mind, this establishes that degree of confidence in the operations of the Montray Corporation which is the basis of its success.

I asked Mr. Dumont how his organization made selection of properties for their clients, and he said:

"We select acreage, or plots, or lots in the order that requests are received to do so. First come, first served. We show no preferences. This is our invariable policy, whether people buy on our judgment without seeing the properties or whether they visit the properties and buy what appeals to them most."

This is a point that I am sure readers will appreciate. When all stand on the same platform and have the same opportunities and are asked uniform prices they are certainly getting a square deal—don't you think so?

So many reservations of acreage, plots and lots are being made, and initial payments deposited, that you, readers, if you are thinking of investing in realty in the Miami zone, should get in your application as soon as possible and be listed for a trip to Miami by boat or rail next Fall or Winter, at the expense of the Montray Corporation.

Obviously, a limit must be placed on the number of people the Montray Corporation will be able to transport to Miami by boat or rail next Fall or Winter, because of the great amount of travel during these seasons to this popular resort.

Furthermore, reservation now of acreage, or plots, or lots, at present prices protects you on these prices until you have seen all of the properties of Miami. This is important, in my judgment, because of the ever-increasing values in Miami zone realty. Some idea of these increases will be unfolded to you later on in this article.

A WONDERFUL FIVE-HOUR MOTOR RIDE—NO DUST—BEAUTIFUL SCENERY—BALMY BREEZES

Just a little while before our arrival in Miami on Sunday, May 15, William Y. C. Humes, a vice-president of the Montray Corporation, who accompanied us on our trip, said:

"We had better devote all of the afternoon to motoring around Miami."

# MIAMI and MONTRAY

## Names That Are United To Bring Happiness and Prosperity To Many People

Article No. 3—By William C. Freeman

(Previous articles mailed on request)

We smiled a little at the idea of taking a whole afternoon to see a city of 45,000 population, but then we did not know Miami, nor the extent of the area (estimated at 126 square miles) which enthusiasts have fixed as the city limits of this fast-growing community.

A Montray car took five of us on a motor ride that actually consumed five hours, without counting several stops we made. The party included Gordon Nye, a well-known former New York and Chicago newspaper man, now editor and proprietor of the Real Estate Journal, Miami; James Payne, resident manager of the Montray Corporation; Mr. Humes; my secretary (who carried with her notebook and pencil), and myself.

We started on this ride without extra wraps or dusters or goggles, which we considered unusual, for we had never started on a motor trip in the New York zone without preparing ourselves with suitable apparel.

If we thought we were to have the freedom of the highways, because we were motoring in a small city, we were mistaken, for I have never seen more automobile congestion anywhere—no, not even on Fifth Avenue between 2d and 59th streets.

We remarked about the great number of automobiles, and I made a note to inquire about this before I left Miami. On the following Tuesday evening Mr. Frank H. Kanen, a prominent Miami real estate holder, who drove us to our train, told me that there are enough automobiles owned by people in Miami and Dade County to carry all of the men, women and children living in the city and county at one time.

We think we have a lot of automobiles in New York City and vicinity—and we have—but we haven't enough to give everybody living in this great community a ride at one time.

What is the answer? Everybody is prosperous in the Miami zone. But with all their prosperity, they are not wasteful of the money they make; they put back into the city for every enterprise the city wants to put over, because they realize that intensive civic cooperation means a quicker and more substantial development of the city in which they take so much pride. Practically all of them invest in real estate and, as fast as they can, most of them build beautiful homes.

As an illustration of their progressiveness in the matter of building, over \$10,000,000 was put into buildings in Miami during 1920, and thus far in 1921 that ratio has increased, and it is confidently expected that building operations will exceed \$15,000,000 before the end of this year.

I repeat what I said in my second article: "This is going some for a city of 45,000 population!"

JAMES DEERING AND WILLIAM JENNINGS BRYAN'S HOMES ARE WONDERFUL ASSETS TO MIAMI

Our first objective on our motor trip was Coconut Grove, a fine development, 5 miles from the heart of Miami.

We were permitted to motor through the James Deering estate, which is open to the public Wednesday and Sunday afternoons. It is a magnificent acreage, and while Mr. Deering, who, all know, is of International Harvester fame, is spending millions to beautify it, he is doing so more to give expression to his artistic tastes than to make an investment of it. Just now work is in progress that will convert a large part of the estate into canals, making it the Venice of America.

While Mr. Deering is gratifying his own tastes, he has contributed tremendously to the attractiveness of "The Magic City Beautiful," as well as to the happiness and prosperity of the people of Miami, many of whom have regular employment on the estate with good earning power, so that they are a vital contributing force to the prosperity of the city.

Mr. Deering's popularity in Miami is worth all the millions he has spent. He has one of the most beautiful homes in the world, and is surrounded by neighbors and friends who appreciate him for what he is, and not one envies him his wealth or his happiness.

We were permitted to go through the grounds surrounding the simple but very attractive home of William Jennings Bryan.

The grounds occupy only 200 feet frontage on Biscayne Bay and extend to a depth of 400 feet—but if you or I owned this 80,000 square feet of space and could live in as comfortable and homelike a house as Mr. Bryan, we would think we were in Paradise.

Mr. Bryan selected this beautiful spot for a home after travelling all over the world and finding nowhere a climate that compares with that of Miami. He did not buy his lot in Miami for investment purposes; he bought it to build a home thereon, and to live there as many months in the year as his engagements will permit him to. He has found himself in an environment that is to his liking, and during his stay in Miami he conducts a Bible Class in Royal Palm Park every Sunday, which is attended by thousands. He is one of the most outstanding and most popular figures in Miami life.

It is interesting to record here that if Mr. Bryan had intended to make an investment in Miami, the lot that he bought six years ago and for which he paid about \$6,000, and the house that he built on it, for which he paid about \$19,000—making a total cost not to exceed \$25,000—he could sell to-day for at least \$150,000, and some good judges say that the value of his property goes as high as \$250,000.

This is a practical illustration of how realty values increase in Miami. It is not a spurt; it is not a boom; it is continuous progress, which has been steady for 20 years, but more wonderfully steady and more marked during the past decade.

THE WONDERS OF MIAMI BEACH ARE A CONSTANT SOURCE OF ADMIRATION TO ALL PEOPLE

Right here I wish to say very frankly: I started on my trip to Miami prepared to discount somewhat the things I had read about the city, but I am now ready to say that all I had read or heard about it does not begin to adequately describe it.

And I will also say that there is a big difference between motoring in New York City and in Miami, with the difference in favor of Miami, because in going around the Miami zone one sees on both sides of the wonderful automobile roads a wealth of palm-trees and beautiful detached homes, with lawns dotted with almost every variety of flowers.

The wonderful ride we took on that May Sunday afternoon rivals any motor trip that one can take, even in the admittedly beautiful country through Westchester County and over the hills of New Jersey.

We rode over dustless, smooth-riding and well-kept roads, which are made of coral rock—the natural rock which abounds in Miami and its environs, although it is not found generally throughout the State of Florida. This coral rock is also used in every conceivable way for building and architectural decoration. Sculptors use it as they would marble. We saw the home of a sculptor which he has built entirely out of coral rock, and it is one of the most attractive homes I have ever seen. He has made from the rock two pillars at the entrance to his driveway which represent two miniature lighthouses, and which display lights of welcome at night. He has dotted his lawn with splendid figures representing nature life in Miami.

We drove to Miami Beach over the Causeway, which is 3 1/2 miles long, spanning Biscayne Bay. This Causeway cost \$1,000,000. Without it, and a wooden bridge—the longest in the world whose construction antedated the building of the Causeway—there never could have been the remarkable development of Miami Beach, which, less than seven years ago, was practically all swamp land, separating Biscayne Bay from one of the finest beaches the Atlantic Ocean has given to any section of the country.

This swamp land has been converted, by the application of brains, money and courage, into one of the greatest sites in the world for beautiful homes, hotels, playgrounds, automobile highways and bathing the year round in water that is always warm and delightful.

The Causeway was built from the dredgings that came from digging a deep channel, 18 feet wide, connecting the Miami shore-front with the Atlantic Ocean, and allowing steamers to sail to and from Miami docks.

The people of Miami certainly give the finest kind of co-operation in putting forward enterprises that mean wonderful advancement for the city, and they do not hesitate to spend money to do so. A millions dollars or so means nothing to them, but they do not waste any money; they are careful to get 100 cents of real value for every dollar spent.

Another development of Miami Beach which is typical of the enterprise of men who are convinced of the great future of Miami was the digging of a channel, 2 miles long, which cost \$750,000. This was done to permit high-powered motor-boats to compete in races, which are now annual events in Miami. The dredgings from this channel were used in putting islands into Biscayne Bay, on which beautiful homes are now being built and where plots for home sites now sell for as much as \$30,000.

Imagine a sheet of water being dotted with several islands through man's ingenuity, and in a year or so afterward putting on these islands some of the most beautiful homes ever seen anywhere. Is not this one of the best examples of enterprise you ever heard of? These islands are connected by bridges to the Causeway, making a direct connection to Miami Beach and Miami City.

On the beach front we saw thousands of people in bathing—men, women and children—the happiest group of folks you ever saw. There is a fine spirit of democracy exemplified on this beach, which dispels the thought entertained by many people that Miami is a little autocracy instead of a big democracy.

The Causeway might have been built for the exclusive use of motorists, but it was not. A trolley line runs across it, transporting people to and from the beach, because the spirit of Miami—the finest I have ever seen in any community—leads but to one thought, and that is, that whatever is good for one Miami is good for all Miami.

So it is that all of the beauties and charms of the Miami zone may be enjoyed by all people, and yet I must say that my observations impressed me with the fact that the humblest citizen is able to live in comfort, and is always able to make his own way and to save some money.

This fact is proved by the statement that there is about \$500 on deposit in the banks of Miami for every man, woman and child living in the city.

Another thing must be borne in mind, showing the possibilities of comfortable living in Miami. A lot, 50x150 feet, in the suburbs, can be purchased at a reasonable cost, and fine bungalows may be built at a cost of from \$500 to \$2,000, including garage, with an apartment

over the garage. Thrifty folks in Miami rent their bungalows during the Winter season at a good price, and themselves live in the apartment over the garage. Then when the Summer season comes along they take up quarters in their bungalow and sometimes get a fair rental for the apartment over the garage.

ALL THAT WE SAW ON OUR MOTOR RIDE CANNOT BE TOLD IN THIS ARTICLE

BUT—I must tell you that when we left Miami Beach, we motored out 12th street (now called Flagler street), which is the main thoroughfare of Miami. We went as far as where a newly constructed canal begins to flow along the Tamiami Trail—the highway that is now building, and will be ready to use by next Christmas, connecting Miami on the eastern coast with Tampa, on the western coast of Florida.

The name "Tamiami" is made up of the "TA" in Tampa and the full name of Miami. This illustrates Miami—it is willing to add to, but is unwilling to let anything get away from the name that is the pride of every citizen. It is willing to pay its full share, and oftentimes more than its full share, for everything that will benefit the State of Florida—but Miami, dear Miami, must always remain Miami to its people.

This Tamiami Trail, crossing the Everglades, and connecting the East Coast with the West Coast, will be one of the greatest developments in the whole State of Florida. It will permit motorists to drive down the East Coast and cross to the West Coast from Miami, and the reverse also. You can imagine what a great automobile highway Tamiami Trail is destined to become, and I think you can picture, as I do, how many prosperous farms and villages will develop along this Trail.

All along 12th street and the Tamiami Trail, and other roadways, one development after another is under way. In this territory the Montray Corporation held some properties last year which were very quickly disposed of. They still hold some properties purchased outright, and they have other properties under option which will be taken up quickly and improved so as to provide acreage, plots and lots for people who want to buy either for investment purposes or for homes.

We passed through Bryan Park, named after William Jennings Bryan, which is destined to become a splendid residential section, and also through Coral Gables, probably one of the largest and finest developments thus far planned for the suburbs of Miami, although both Bryan Park and Coral Gables, as well as properties held by the Montray Corporation, which are very close by to these developments, will all be in Miami City proper instead of the suburbs as now, because they all come within the area of 126 square miles, proscribed to represent the territory that the future Miami will occupy.

Because of the large sums of money now being spent on improvements in the Coral Gables sector, the price of lots will naturally soar, and because of the close proximity of Montray Corporation holdings to this development, lots that can now be bought at reasonable prices from the Montray Corporation will naturally increase in value.

Their properties in this section are called Tamiami Acres No. 1 and 2, and are divided into acres and lots, situated on Coral Way, which is one of the offshoots of Dixie Highway—that famous automobile roadway now connecting Key West, Florida, with Chicago, Illinois.

In the vicinity of Tamiami Acres and directly north of Coral Gables the Montray Corporation holds options on 230 more acres, so you see the Montray Corporation is looking far ahead and is preparing to meet the demands of North-erners for property-holdings in the Miami zone.

Further details of our motor trip and other detailed information secured on my visit to Miami will be given you in my next article, but I want to mention one more instance to prove how rapid is the advancement in the values of realty in the Miami zone.

Going out 12th street, and about two miles west of the Miami River, I saw a sign offering for sale for \$50,000, a frontage of 350 feet with a depth of 110 feet, and I learned from Mr. Nye, real estate expert, that these seven lots were bought a few years ago at \$50 each, or \$350 for the entire 350 foot frontage.

If what I have told you appeals to you, I would advise you to make reservation of acreage, or plots, or lots, and then take the trip to Miami at the expense of the Montray Corporation, and get confirmation, which you can easily do, from anybody in the Miami zone, as to the substantial value of realty there.

CUT THIS OUT AND MAIL TO-DAY.

MONTRAY CORPORATION,

501 Fifth Ave., New York City.

Gentlemen—I would like you to send me further particulars about your Miami plans, also an invitation card to attend the daily fifteen minute lecture.

I am interested and am inclined to make reservation for some of your property. It is understood I incur no obligation in signing this coupon.

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